Gabrielle Air Service, of Swan River, has six-day-a-week Winnipeg-Swan River service. Bearskin Air has a six-day service from Winnipeg to Kenora and Souix Lookout, Ontario. Aero Trades, of Winnipeg, flies two days a week to Picle Lake, Ontario.

There are 102 licensed commercial air carriers in Manitoba, operating from more than 50 bases in the province. They operate a variety of services, ranging from flight training and crop dusting to regular and chartered passenger and freight service, to dozens of Manitoba points.

piston erating with ze. Ser it main because The Manitoba Government Air Division, established in 1932, has three mais bases, at Winnipeg, Lac du Bonnet, and Thompson, as well as seasonal Pas and Norway House. The air division's equipment is diversified because lepartments of government. The division leases one plane and owns two Otter-bombing floats, five Turbo-Beavers with water-bombing capacity, on ver, one Cessna Citation, one Cessna 337, an Aztec, three CL-215s, and a see of the aircraft may be fitted with wheels, skis or floats as required by o ons bases, at W ne Pas and Nor departments o ster-bombing fl ions bases, a conditions. Beaver, c Some water tions all

The provincial government has built landing strips in 29 isolated northern communities; 10 of these strips are licensed to airport status. The airstrips can accommodate wheeled aircraft of various sizes and in 1981 handled 46,736 aircraft movements, 106,944 passengers and 8,939.23 tonnes of freight.

ROADS

As of January 1, 1981, there were 6,499 km of provincial trunk highways in Manitoba (of which 576 were four-lane) and 12,323 km of provincial roads. In the trunk highway system, 409 km were concrete, 4567 km bituminous surfacing, 1490 asphalt treatment and 33 gravel.

The provincial roads are a secondary road system which is maintained by the province. The bulk of these roads are gravel surface.

All trunk highways and some provincial roads are limited-access roads. The province maintains some 3,000 bridges on the two systems.

Maximum gross vehicle weight for trucks on many of Manitoba's main trunk highways is 56,500 kilograms.

RAILWAYS

ithin the development ommunit factor certain branch lines continue Iberta because of the signifi g to, from, economic which haul a large proportion of freight moving to, from ve played a vital role in the province's history and economic 100 years. The availability of railway service has been a key prosperity, and survival of numerous Manitoba and Prairie cail line retention/abandonment of certain branch lines continual line retention and Alberta because of the sight efficient movement of Prairie grains. rail the have in more than Railways, levelopment, 1981 for issue Manitoba, railways ing major)ur

Canadian National has some 4,800 kilometres of main track in Manitoba. A total of 820 kilometres of main track from The Pas to Churchill, formerly known as the Hudson Bay Railway and operated by CN for the federal government, was absorbed into the CN system on January 1, 1958.

Canadian National plays an important role in the economic and industrial life of Manitoba. While providing the province with a vital transportation service, CN in 1981 injected about \$200 million into Manitoba's economy through the payment of wages and salaries.

kind in the world. It might be described as a pushbutton freight yard, where as many as 2,500 freight cars can be handled in a day. Radio, telephone, teletype, walkie-talkie, loudspeaker paging, and computers are used to speed and coordinate operations. The yard covers 628 acres, has 209 kilometres of track and some 32 kilometres of roadway.

The railway's Transcona Shops in Winnipeg are CN's western Canada base for all major repairs to locomotives and rolling stock. In relation to investment, number of employees, and production, this shops complex is the largest industrial plant in Manitoba. In 1981 the shops repaired some 2,900 freight cars, 160 passenger cars and 413 diesel units.

CN's materials distribution centre in Transcona stocks and distributes all the materials required in CN operations from Thunder Bay to Vancouver. It stores about 21,000 items and maintains an inventory valued at about \$13 million.

CN's national training centre for locomotive engineers, dispatchers, transportation supervisors, and master mechanics is located at Gimli, Manitoba, in the provincially owned Gimli Industrial Park. CN employees from all parts of Canada are assigned to this centre as trainees.

The Canadian Pacific (CP Rail) network in Manitoba comprises 1,095 km of mainline track, about 1,600 km of branch lines, and 531 km of sidings. CP Rail has about 4,850 employees in Manitoba.

Winnipeg is the headquarters for CP Rail's prairie region, which encompasses the system from the Lakehead to eastern Alberta. The city is also the site of massive marshalling yards, an intermodal (container and piggyback) terminal, and equipment repair facilities. In the Winnipeg terminal yards there are more than 120 km of track, or enough to accommodate a daily throughput of 2,500 cars. At Brandon there are marshalling yards and railway offices responsible for much of the CP Rail track in western Manitoba and some in eastern Saskatchewan.

CP Rail operates fast freight trains between Winnipeg and principal markets and supply areas from coast to coast. In the piggyback field there are daily connections between Winnipeg and trailer-on-flatcar (piggyback) terminals across Canada for the movement of motor common carrier and private industry highway trailers. The railway also operates intermodal services to industry with its own container fleet.

Import and export traffic moves between CP Rail's Winnipeg container terminal and major coastal ports by rail. Pick-up and delivery within Winnipeg and line-haul services to other Manitoba points are handled by truck. The railway handles both dry and refrigerated container traffic.

Winnipeg's Weston shops, one of three main heavy facilities in the CP Rail system, employ about 1,600 people who work in 26 buildings, repairing or rebuilding locomotives and cars. Also located in the Weston area is a diesel shop for light or "running" repairs on a local fleet of 200 locomotives and another 100 units used on long-distance runs.

Via Rail Canada operates transcontinental passenger services linking Manitoba with Vancouver, Toronto, and Montreal, and has several runs between Winnipeg and points in northern and northwestern Ontario. Within Manitoba, Via Rail operates a six-day-aweek Winnipeg-Thompson-Churchill service, thrice-weekly service from The Pas to Lynn Lake, and a weekly train from Wabowden to Churchill. Winnipeg's Union Station is the focal point for Via Rail services in Manitoba.

Two other railways operate in Manitoba

The Greater Winnipeg Water District Railway, part of the city of Winnipeg's water-works division, operates a 156-km line from St. Boniface to Waugh, on Shoal Lake near